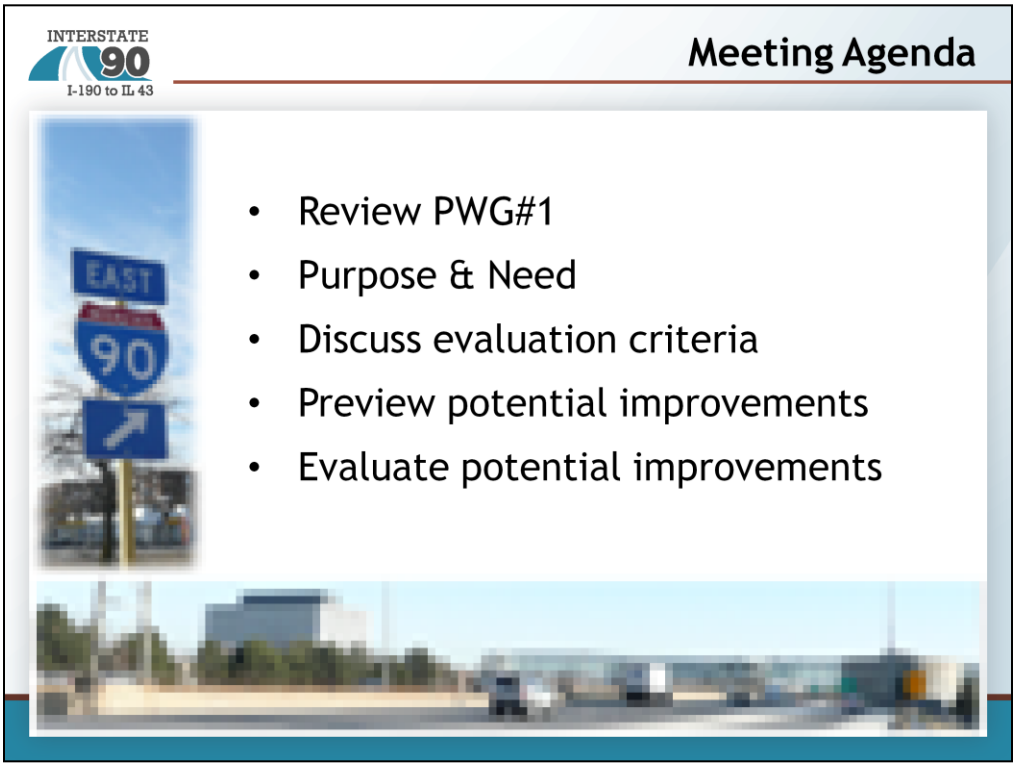
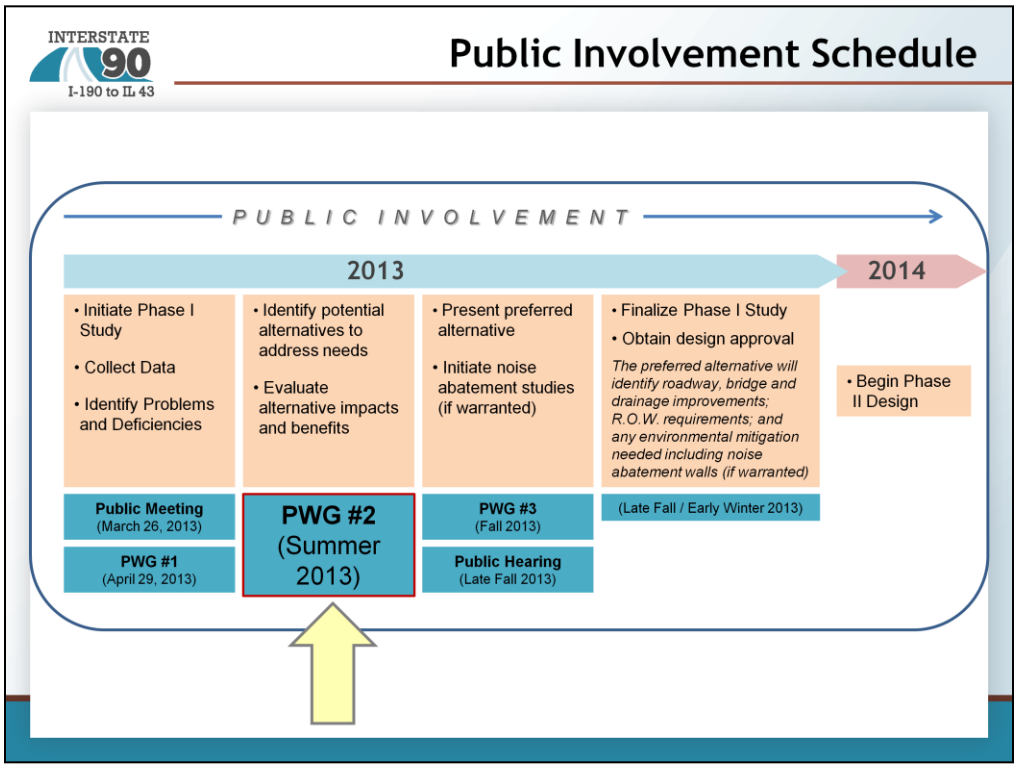
Welcome to the second Project Working Group meeting for the I-90 Improvements Study

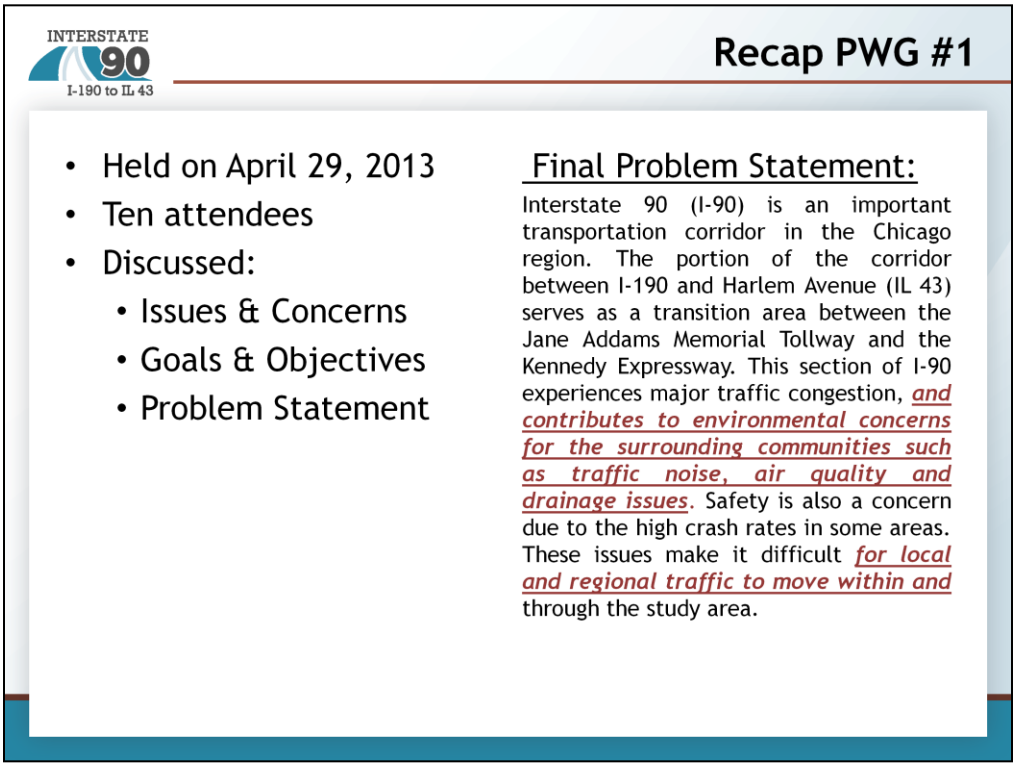


Before we get started, let's all introduce ourselves. [Name, affiliation, PSG or PWG]

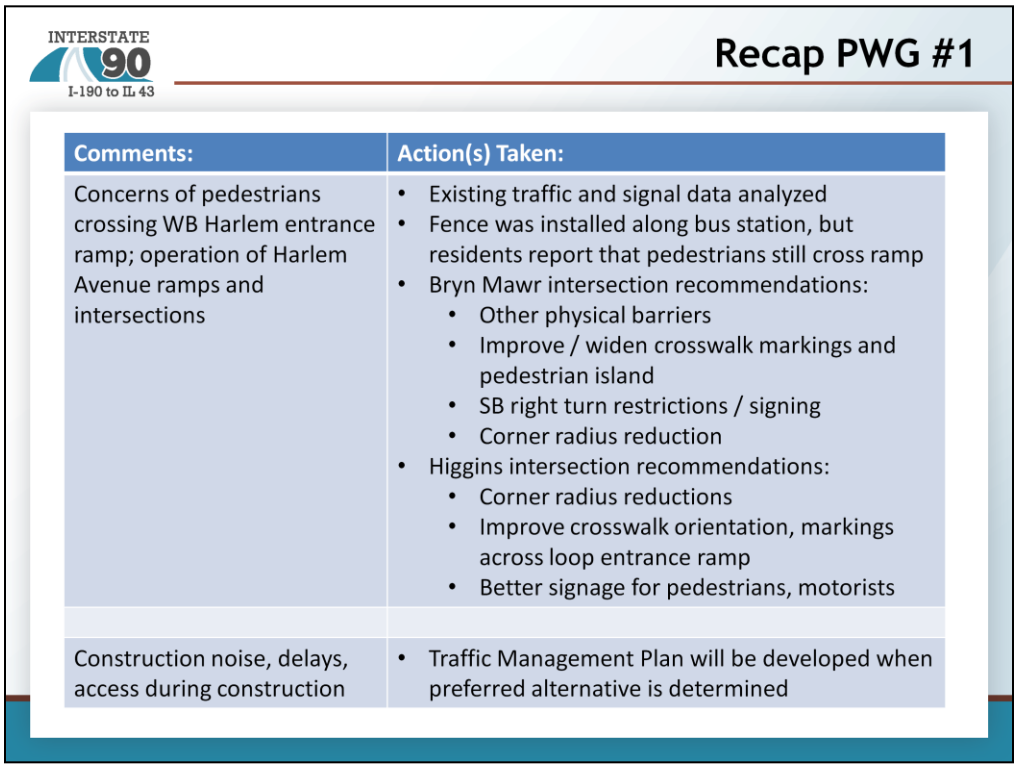
At today's meeting, we will recap the first PWG meeting and how we've addressed your comments. Then we will look at the Purpose & Need of the project and discuss evaluation criteria. Next we will preview and evaluate the potential alternatives for improvement.



This is the second PWG meeting. Previous to today's meeting, we held the first PWG meeting and the Public Meeting.

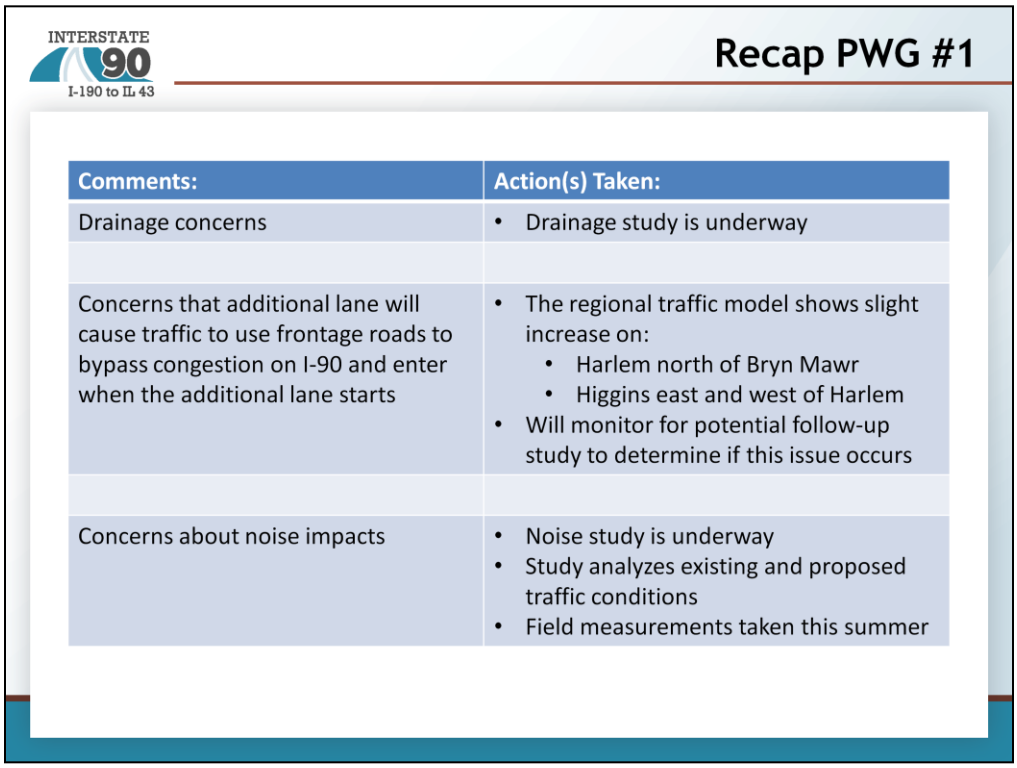


The first PWG meeting was held at the end of April, and many of you attended. At that meeting, we discussed Issues & Concerns, Goals & Objectives and the Problem Statement for the project. An active discussion took place regarding elements to add or remove from each of these project milestones. The final problem statement, showing additions based on PWG discussion in red, is shown on the screen.



There were some specific concerns and questions that were brought up at the first PWG meeting. Here is how we've addressed these comments and concerns.

Discuss each comment.



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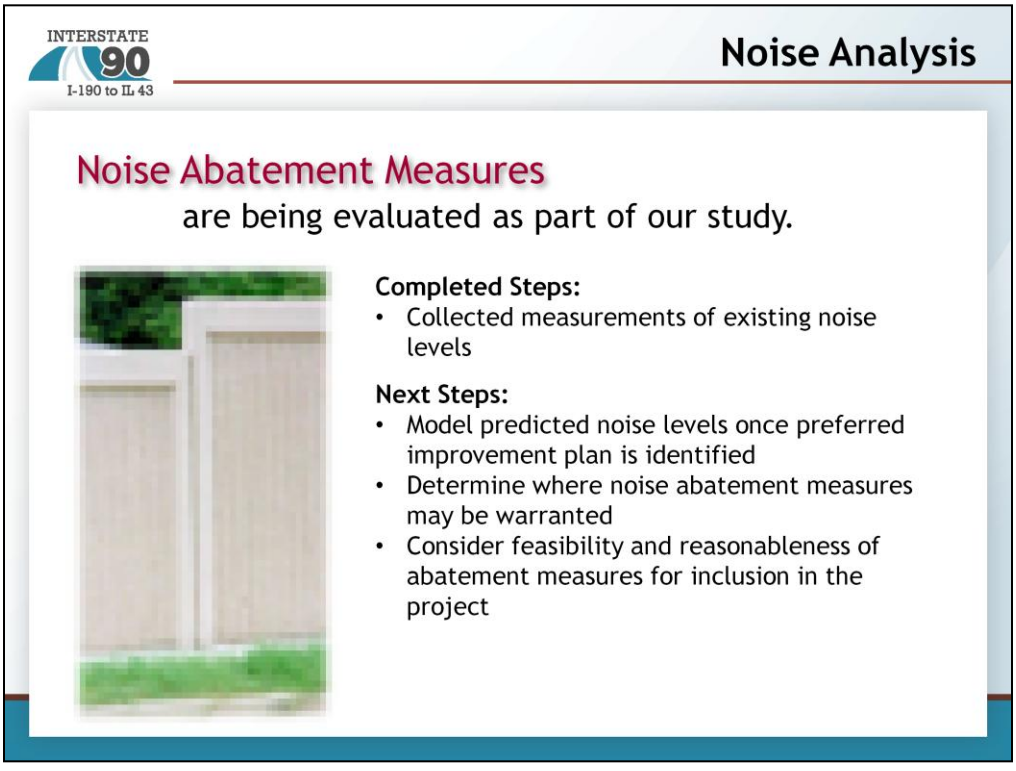
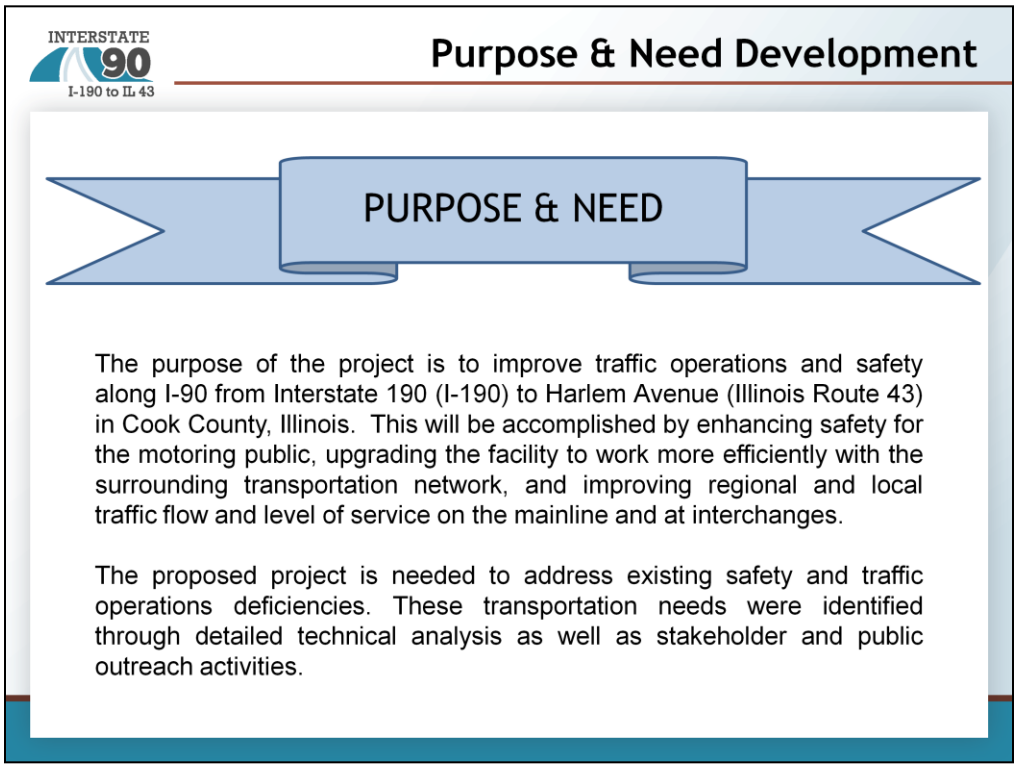


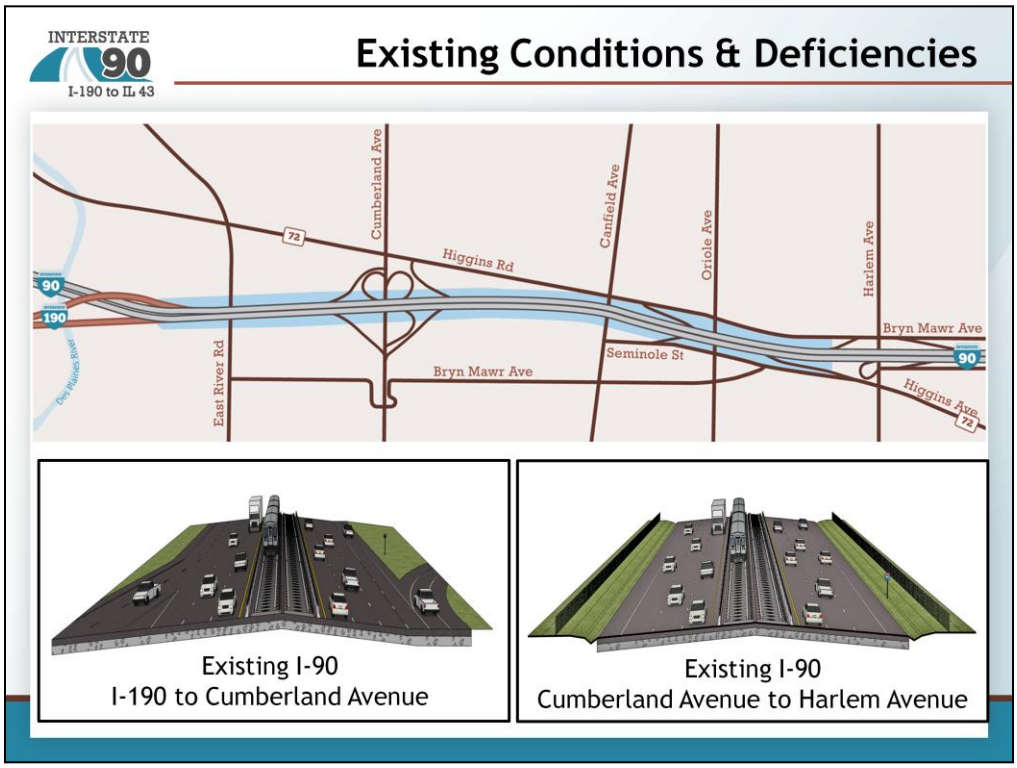
As mentioned in the previous slide, a noise study is underway. So far, we've collected measurements of existing noise levels. The next steps are to model the predicted noise levels once the preferred improvements are identified, then determine where noise abatement measures may be warranted. Finally, the study will conclude with an analysis to determine whether abatement measures are feasible and reasonable. If so, they will be included in the project.



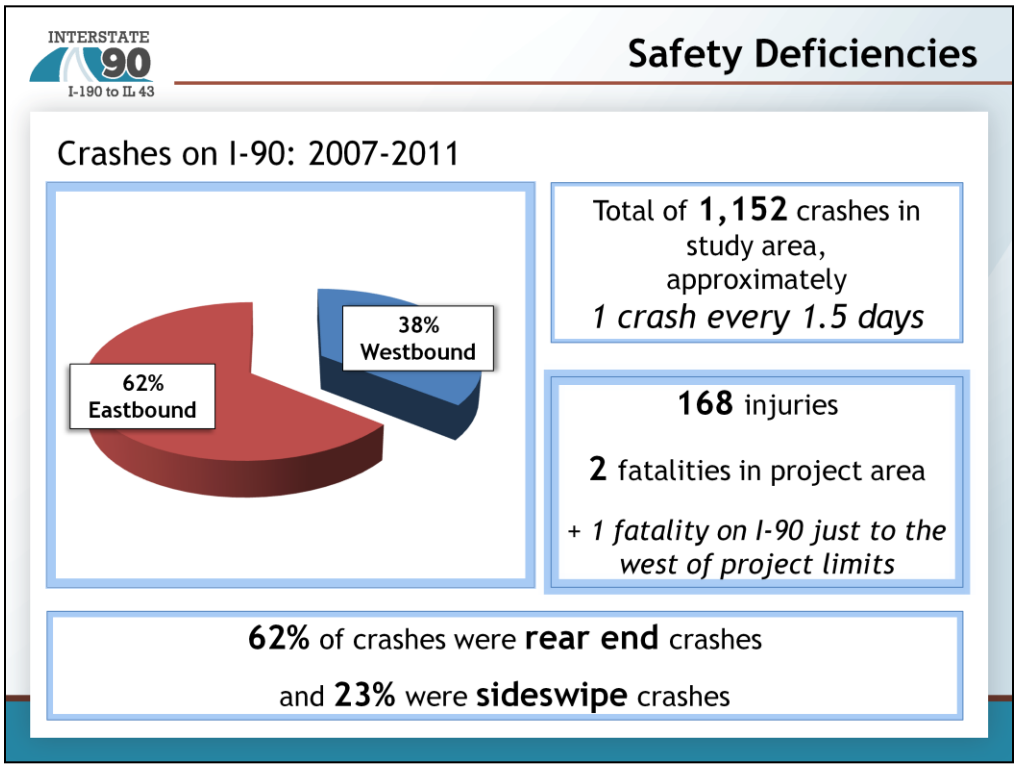
After the first PWG meeting and discussion of the issues, concerns, goals, objectives and Problem Statement, the next step was to develop the Purpose and Need for the project. The Purpose and Need is important for the project since it defines why the project is warranted and worthwhile, as well as providing the basis for development of potential improvements and guidelines for evaluation. It is required as part of the NEPA process that we are following for this project, and is intended to provide a clear statement of the objectives that the project will achieve.

The Purpose & Need document was emailed to all of you for review and comment. The needs of the project are to improve safety deficiencies and improve traffic operations deficiencies. Let's take a closer look at the safety concerns and deficiencies.

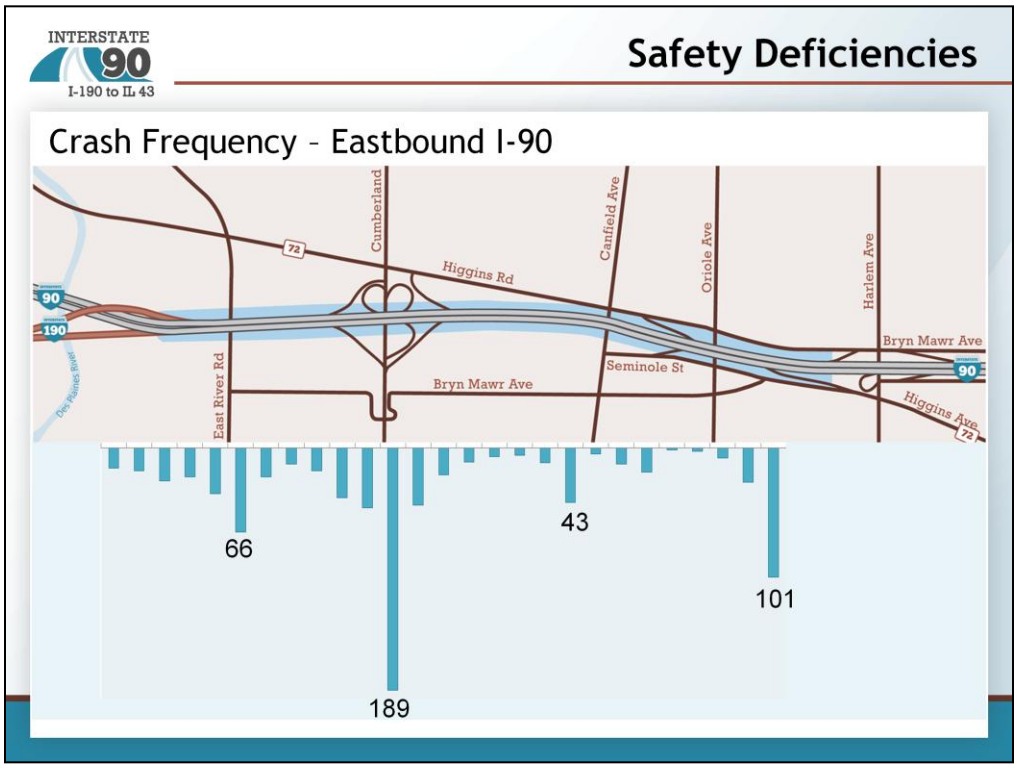
As many of you have noted, noise impacts are not included in the Purpose & Need for the project. This is because the purpose and needs are driven by transportation problems that can be fixed by the project. The Phase I process is intended to result in a set of improvements that will fulfill the purpose and need while minimizing environmental impacts, such as noise. Therefore, we are required to complete a noise study, which is underway, but it is not a need that is driving the project.



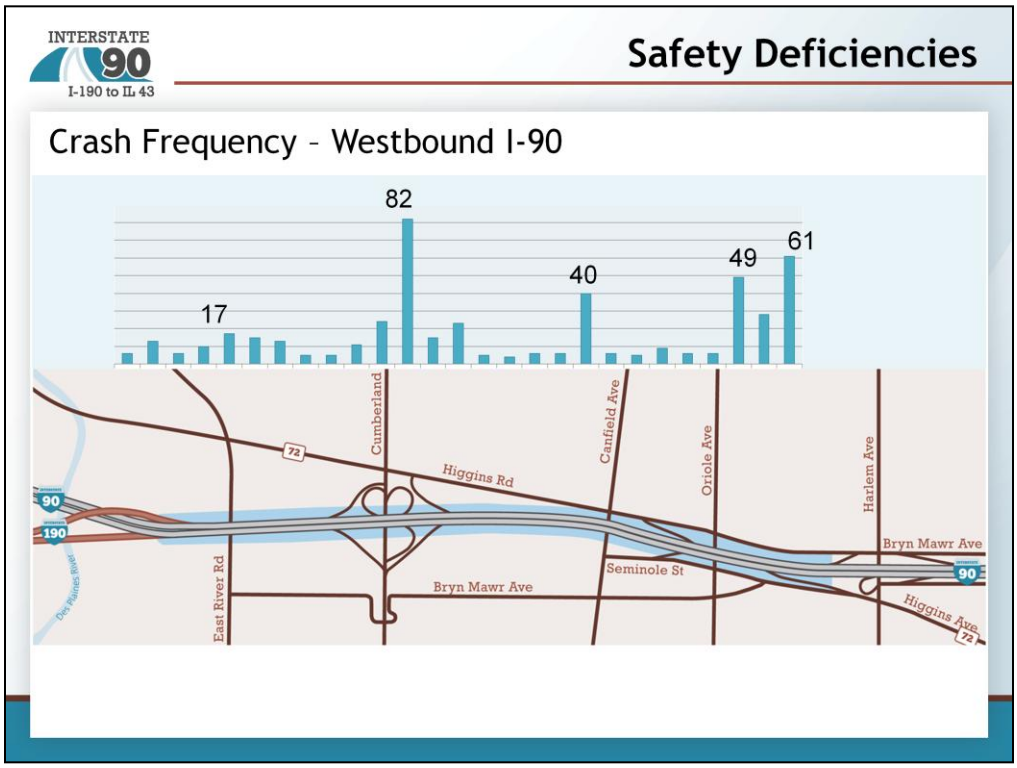
Review existing conditions



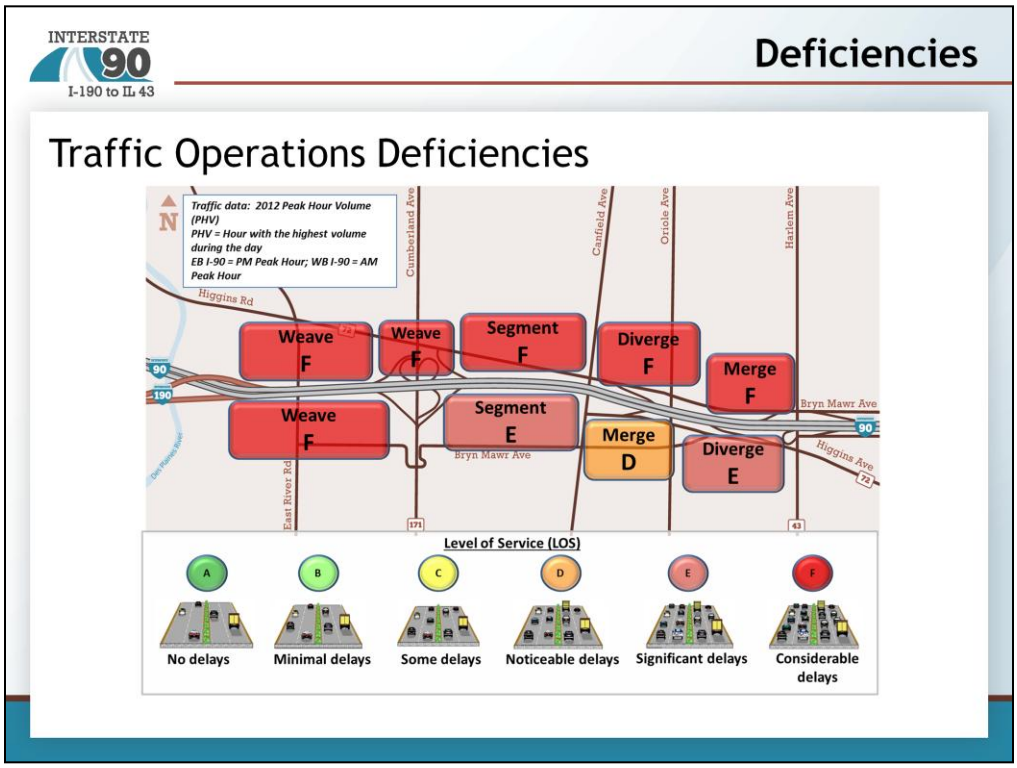
Since the last PWG meeting, we've analyzed an additional year of crash data (2011). From 2007 through 2011, a total of 1,152 crashes occurred in the project area. The majority of crashes occurred on the eastbound side of I-90. 62% of crashes in the project area were rear-end crashes, and another 23% were sideswipes, both of which are indicative of congested conditions and stop-and-go traffic. 168 injuries and 3 fatalities occurred over the 5 years analyzed.



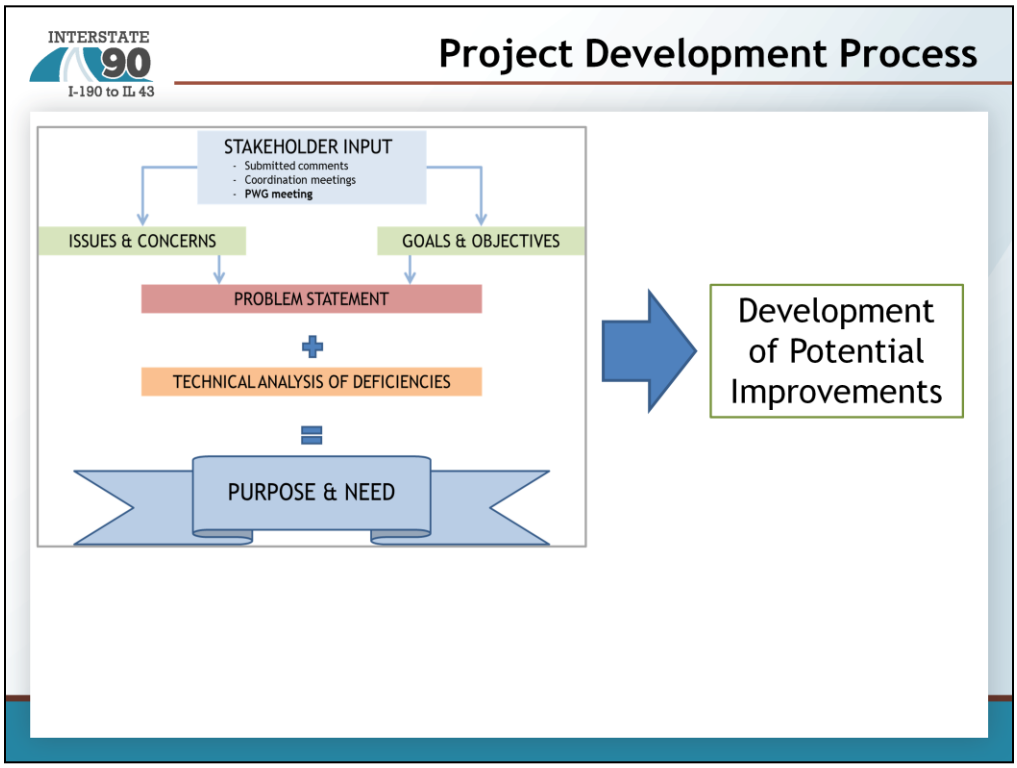
This graph shows the distribution of crashes that occurred on the EB side of I-90 in the project area. As you can see, there are many crashes clustered around the Cumberland Ave Interchange. This graph includes both injury crashes and property damage crashes.



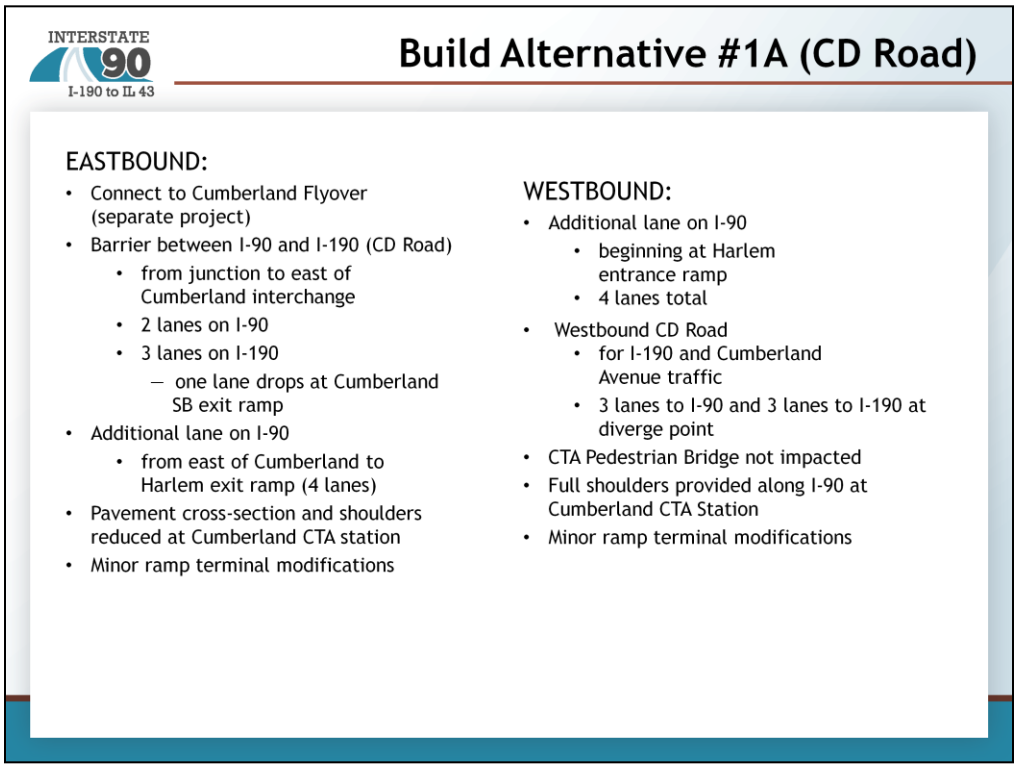
This graph shows the distribution of crashes on the westbound side of I-90. Again there is a concentration near the Cumberland Avenue interchange, although it is a lesser number than on the eastbound side. Again, the graph includes both injury crashes and property damage crashes.



The second need point is to improve traffic operations. Level of Service analyses show that the entire project area operates with noticeable to considerable delays during the peak hours. As several of you have noted, this analysis appears to mischaracterize the congestion on Eastbound I-90 – but in fact the congestion at the merge point between I-190 and I-90 is so severe that it effectively meters, or holds back traffic, which is why the sections to the east are showing slightly better levels of service. In addition the level of service model does not take into account downstream congestion (ie east of Harlem).

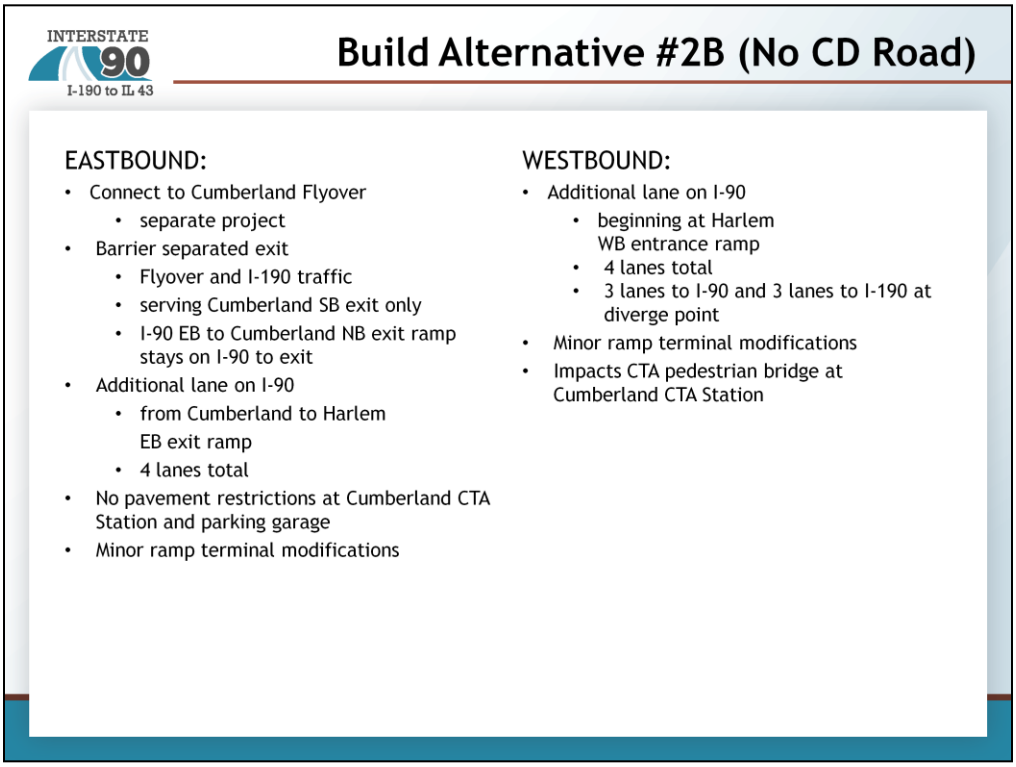


With the safety and operational needs of the project identified, the project team started developing potential alternatives for improvement, which we will show you here today.



Highlight the changes that would be made to I-90 if Build Alt 1A (CD Road) is chosen

[have proposed improvements on plan sheet on the table – discuss points from the slide and point them out on the plan]

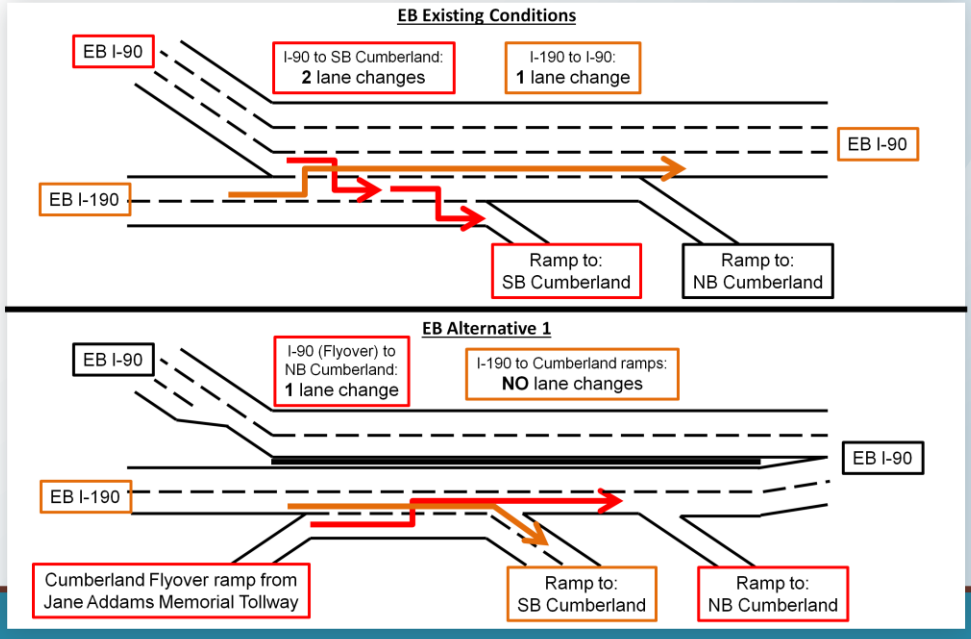


highlight the changes that would be made to I-90 if Build Alt 2B (No CD Road) is chosen

[have proposed improvements on plan sheet on the table – discuss points from the slide and point them out on the plan]

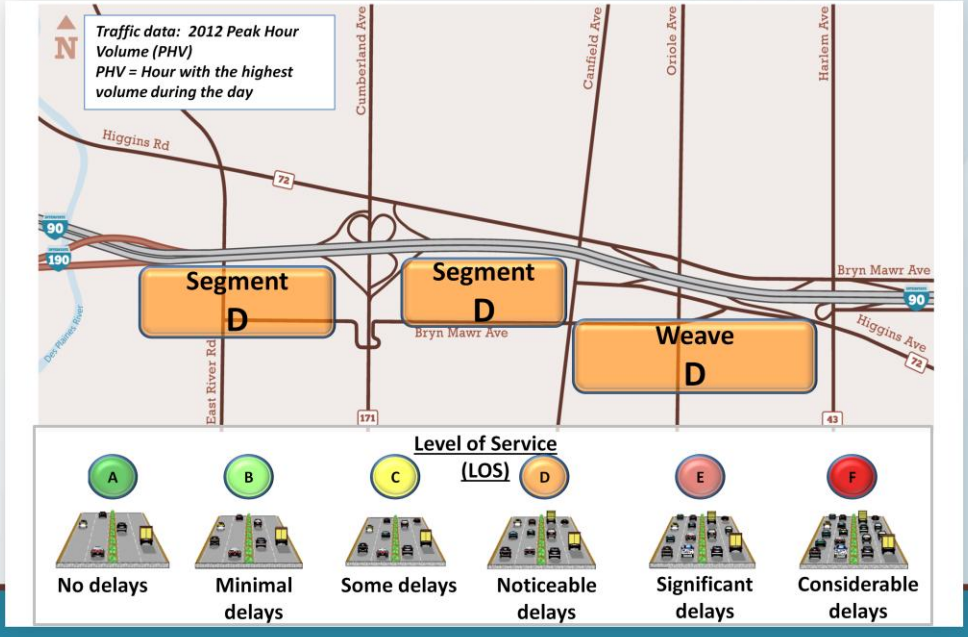
INTERSTATE 90
I-190 to IL 43

Need Element: Improve Traffic Operations

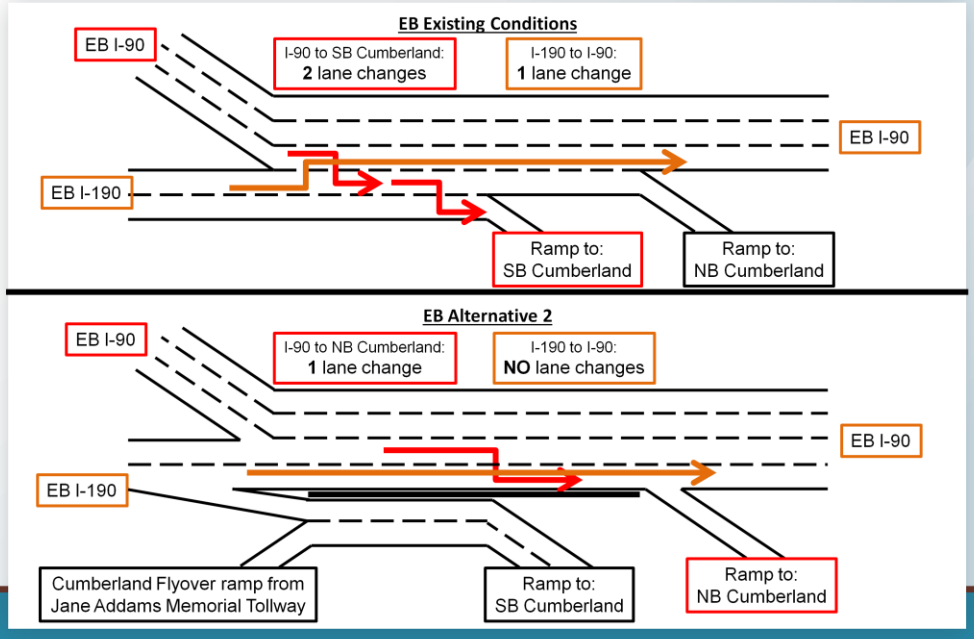


INTERSTATE 90
I-190 to IL 43

Traffic operations: EB Alternative 1

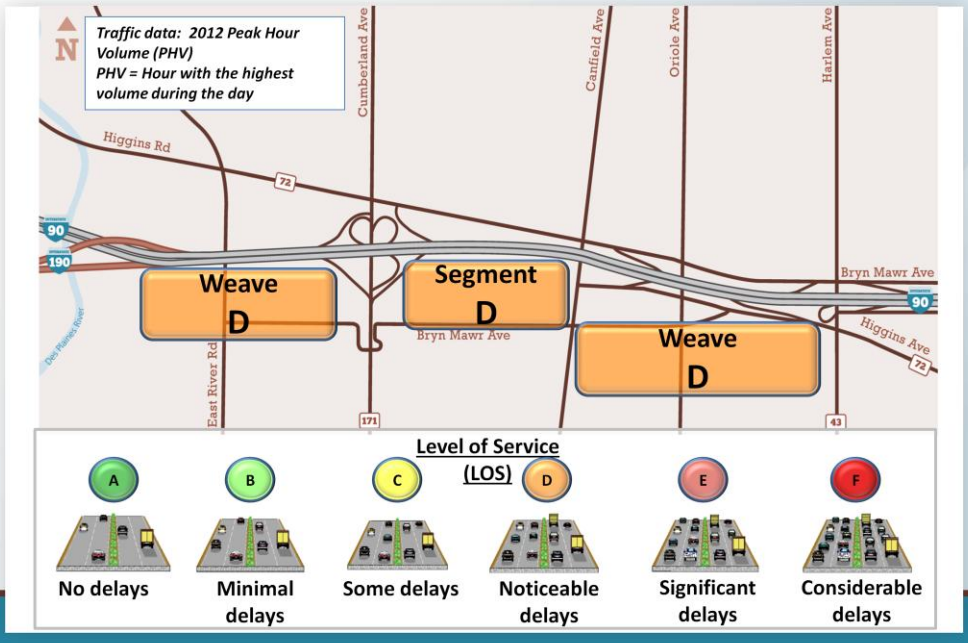


Need Element: Improve Traffic Operations

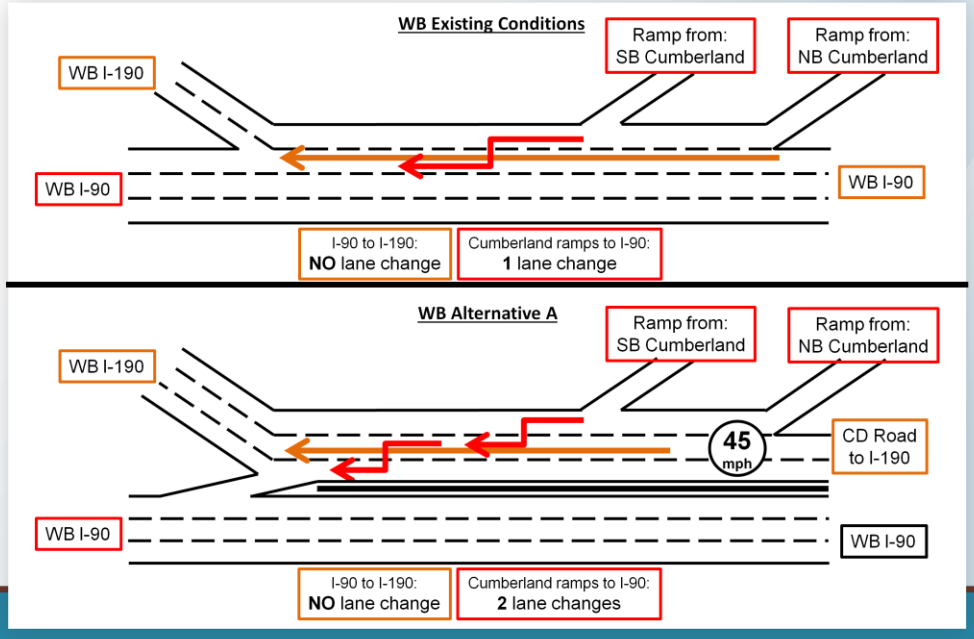


INTERSTATE 90
I-190 to IL 43

Traffic operations: EB Alternative 2

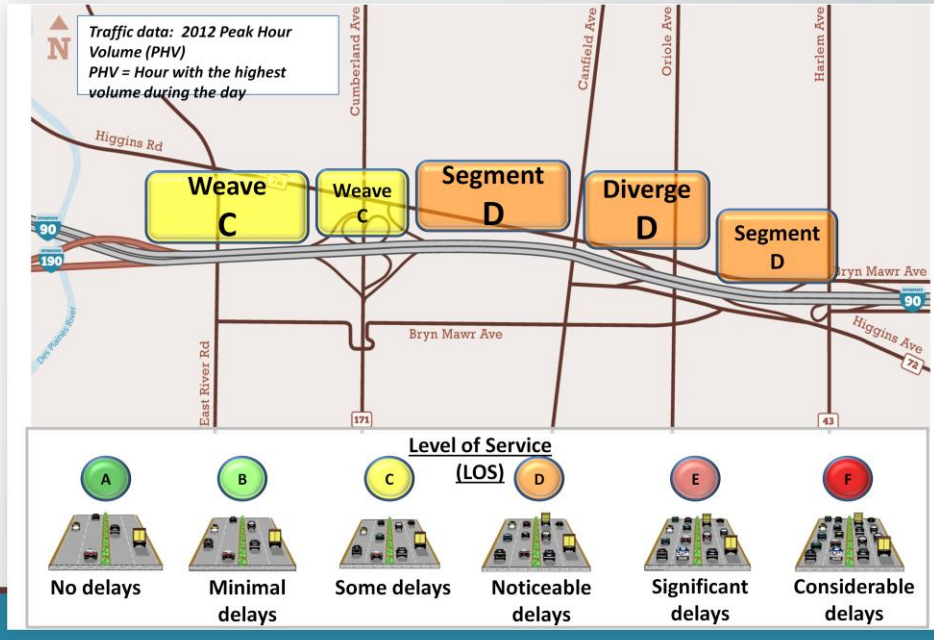


Need Element: Improve Traffic Operations

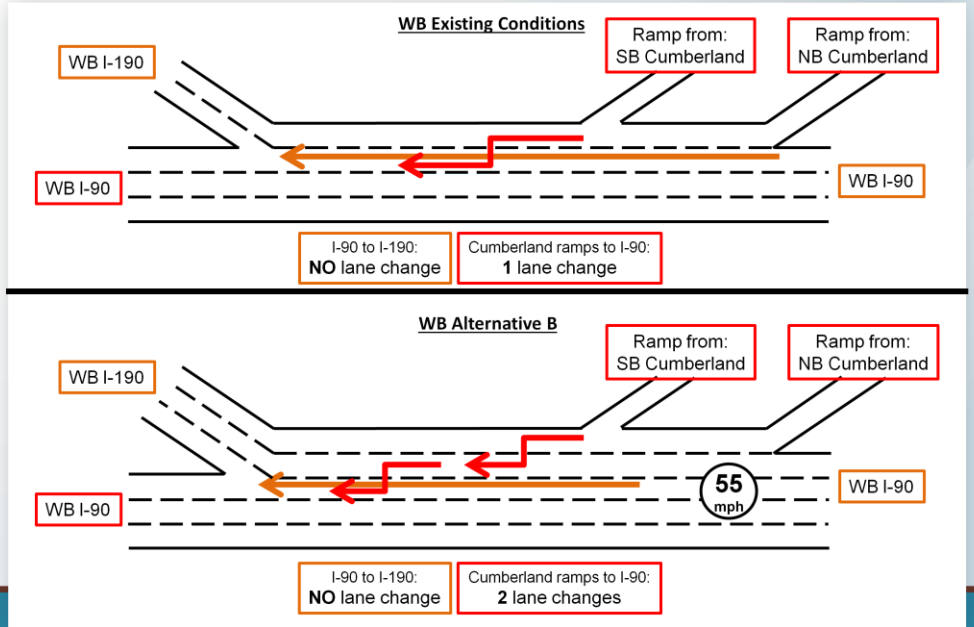


INTERSTATE 90
I-190 to IL 43

Traffic operations: WB Alternative A

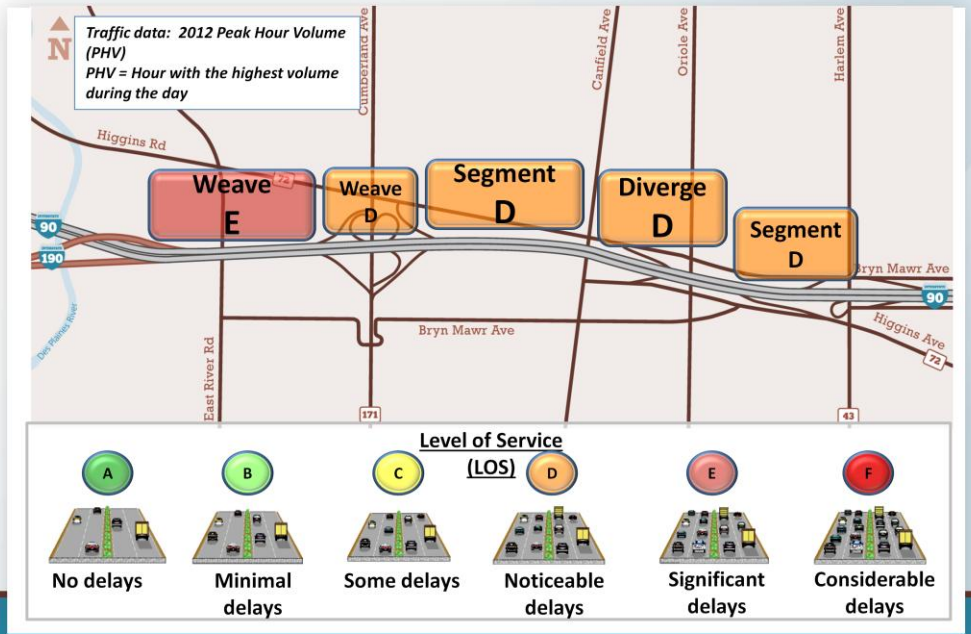


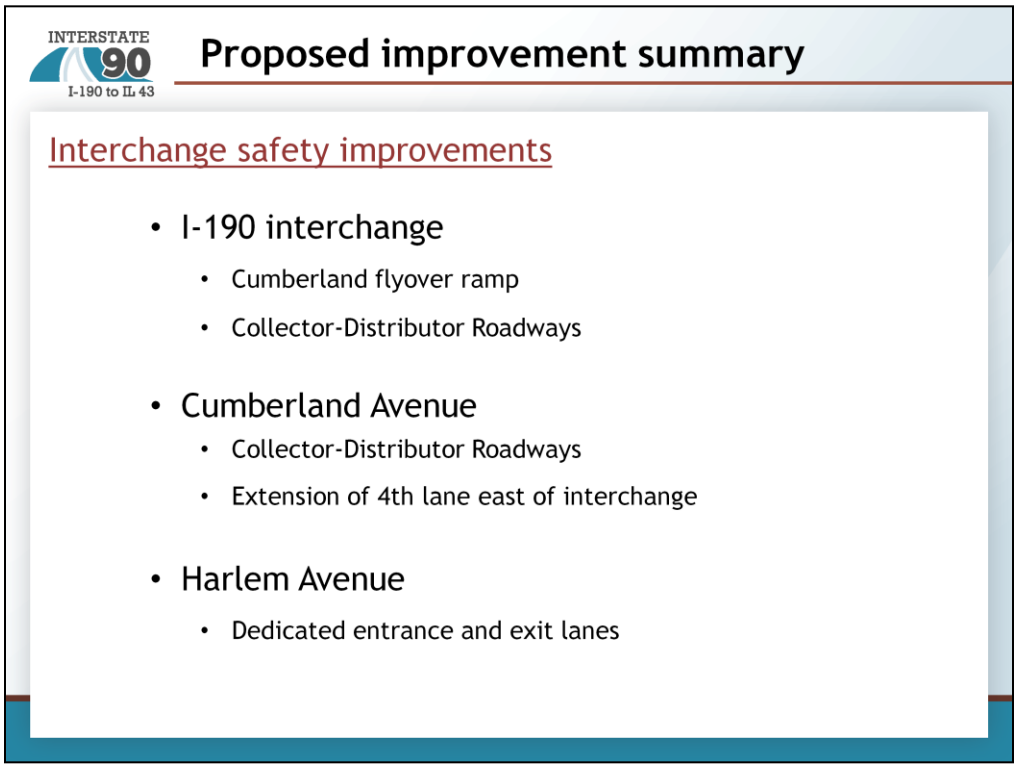
Need Element: Improve Traffic Operations



INTERSTATE 90
I-190 to IL 43

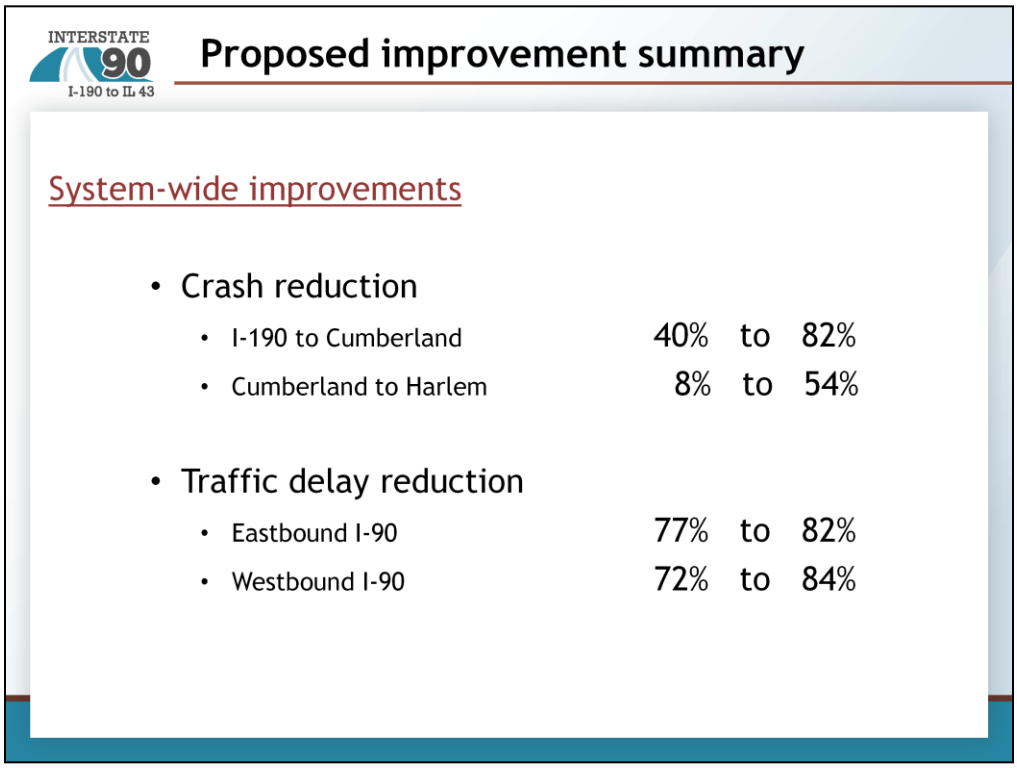
Traffic operations: WB Alternative B



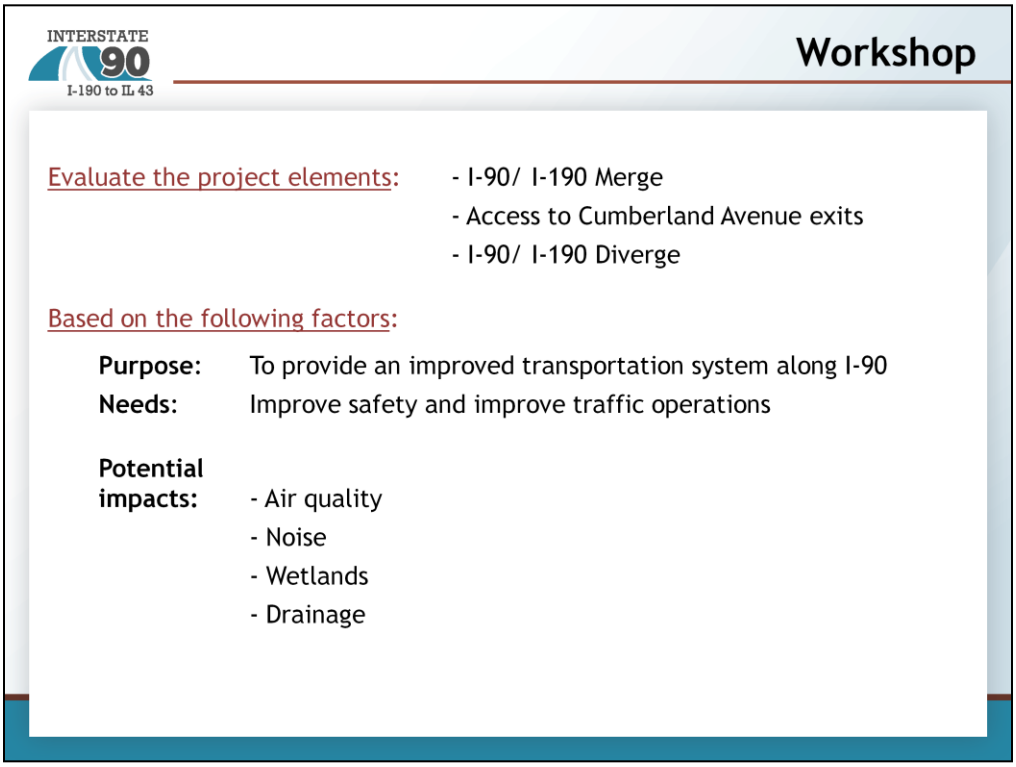


Earlier we showed the number of crashes that have historically occurred in the project area and how they are concentrated near interchanges.

The alternatives presented today propose to improve safety at the interchanges in the following ways:

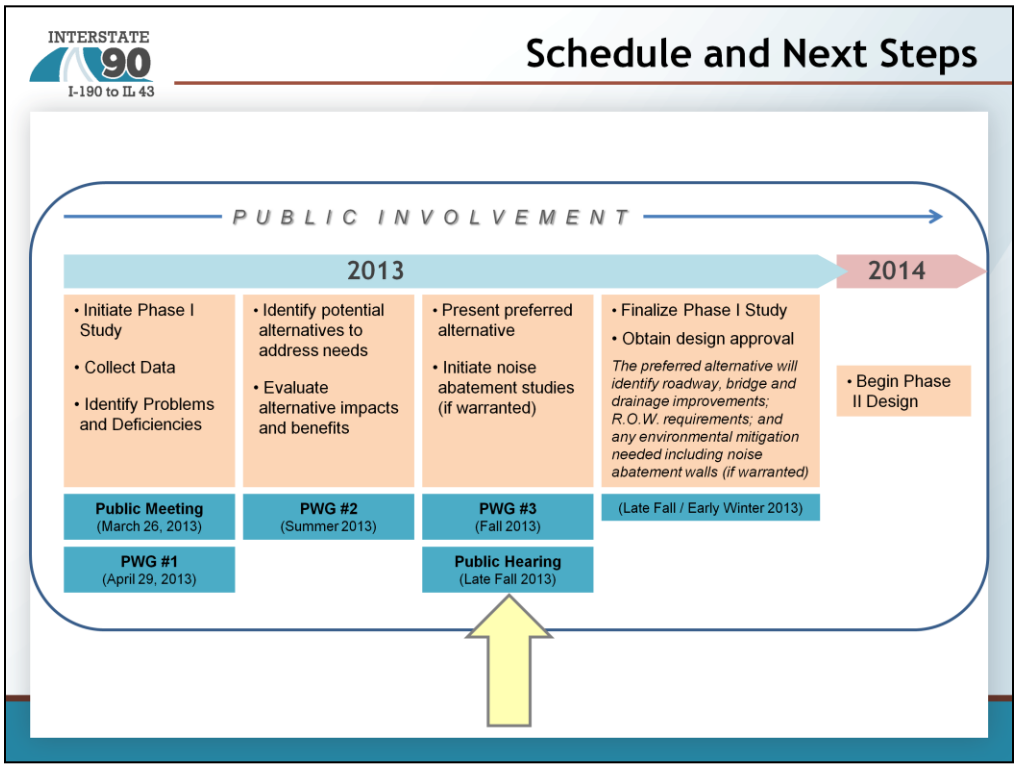


To summarize the data that we've looked at today…..



Informal workshop – facilitate discussion about the pro's and con's of each alternative.

Team will write pro's and con's on flip chart.



The next step of the project is to begin developing the preferred alternative for improvement. Using the evaluation of the two potential alternatives that we completed today, the project team will now start working on the preferred alternative. You'll preview the preferred alternative at the third PWG meeting later this year (just before the Public Hearing), and it will then be presented to the public at the Public Hearing.

Thank you again for taking an active role in the planning process!

If you have any additional questions or comments, please let us know.